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The China Mail.

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No. 16,614.

號十月八年六十百九千壹

HONGKONG, THURSDAY, AUGUST 10, 1916.

庚申年八月十六日

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HONGKONG POLICE RESERVE.

NO. 2 PLATOON.

All members of this Platoon, except those named for duty on the dates named, will parade at Central Station at 4 p.m. Sharp on Monday and Thursday, August 14th and 17th. Uniform, Helmets and Rifles. Chief Inspector Mason will take charge.

NO. 4 COMPANY.

Will report at Central Station at 9 p.m. Sharp on Tuesday and Friday, August 15th and 18th. Uniform, Helmets and Rifles. Sergeant Major Roylance will take charge.

HONOURABLE POLICE.

Friday, August 11th—Shirt-sleeve drill at Stables at 8 p.m., as per orders of 10th to 7th.

Mr. T. F. Hough has kindly presented "Urban" to this detachment.

CHIEF INSPECTOR.

Chief Inspector J. M. Wong resumes command as from date. Acting Chief Inspector Wei reverts to his rank of Inspector.

JOINED.

No. 2 Company—T. H. Balm, Headquarters Clerk.

The General Committee will meet at 5.45 p.m. on Friday, August 11th.

F. C. JENKIN,
D.S.F. (R.).

THE SALE OF THE PACIFIC MAIL STEAMERS.

The following extract from the "Full Street Journal" in regard to the purchase of the former Pacific Mail fleet by the International Mercantile Marine Company is of interest here:

"In connection with the International Mercantile Marine's transaction in vessels by which it acquired ships from the Pacific Mail and has resold two of them to Japanese interests, it is interesting to record that it was through the good business judgment of Vice-President Franklin, operating receiver for the company, that these ships were acquired in the first instance," said the Journal.

"There was no enthusiasm elsewhere among the Mercantile Marine interests to spend \$5,500,000 for five Pacific Mail ships at an average figure of \$1,100,000 a ship. But Mr. Franklin through his own personal efforts had the transaction pushed through. The fifth and smallest vessel was quickly resold so that in reality the Mercantile Marine purchased four ships at a cost of \$5,000,000. It has been stated in these columns that these four ships could readily be disposed of by the company for \$5,000,000 or more, should it so desire. This is more than borne out by the sale of the two smaller of the four for \$4,000,000. On the basis of this sale, the two remaining ships acquired from the Pacific Mail would bring something like \$4,500,000 to the Mercantile Marine Company.

As a speculation in bottoms, the purchase of the Pacific boats and the resale last week of two of them has been remarkably successful, since it gives the company two large vessels at a cost of \$1,000,000 each, and a similar sum has been already added to the company's net since acquisition of the four vessels last fall. In addition, it is not improbable that the two vessels sold will add \$100,000 to the company's earnings before they leave the control of the present holders. Receipt of the purchase price for the ships will bring the company's cash account higher by \$4,000,000. The cash holdings already exceed \$60,000,000, probably sixty-six per cent of which is in Great Britain."

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NOTICE.

ANY EUROPEAN, NOT ASIATIC or INDIAN, desiring to leave the Colony should apply in writing for permission to do so to the Captain Superintendent of Police, at least 48 hours before the intended hour of departure, giving name, nationality, age, sex, height and occupation of the applicant, and stating the name of the steamer or other vessel or the name of the train by which the applicant wishes to leave. Applicants should apply in person for their passes at the Central Police Station between the hours of 9 a.m. to 1 p.m. and 2 p.m. to 4 p.m. daily.

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.
7.00 a.m. to 8.00 a.m. Every 15 minutes.
8.00 a.m. to 10.00 a.m. Every 10 minutes.
10.00 a.m. to 11.00 a.m. Every 15 minutes.
11.30 a.m. to 12.45 p.m. Every 15 minutes.
12.45 p.m. to 1.15 p.m. Every 10 minutes.
1.15 p.m. to 1.45 p.m. Every 10 minutes.
1.45 p.m. to 2.15 p.m. Every 10 minutes.
2.15 p.m. to 3.00 p.m. Every 10 minutes.
3.00 p.m. to 3.10 p.m. Every 10 minutes.

NIGHT CARS.
8.00 p.m. and 9 p.m., 9.30 p.m. to 11.00 p.m. every half hour.
11.00 p.m. to 11.45 p.m. every quarter of an hour.

SUNDAYS.
7.45 a.m. to 10.30 a.m. Every 15 minutes.
10.30 a.m. to 11.00 a.m. Every 10 minutes.
11.30 a.m. to 12 Noon. Every 15 minutes.
12.00 Noon to 1.00 p.m. Every 10 minutes.
1.00 p.m. to 1.30 p.m. Every 15 minutes.
1.30 p.m. to 2.00 p.m. Every 10 minutes.
2.00 p.m. to 2.30 p.m. Every 15 minutes.
2.30 p.m. to 3.10 p.m. Every 10 minutes.

NIGHT CARS on Week Days.

SUNDAYS.

Extra Car at 12 midnight.
SPECIAL CARS by arrangement at the Company's Office, ALEXANDRA BUILDING, Des Voeux Road Central.

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IN WHICH ARE LISTED THE NAMES OF THE OCEAN MARINE INSURANCE COMPANY, LTD., and THE RAILWAY PASSENGERS ASSURANCE CO.

TOTAL FUNDS AT 31st DECEMBER, 1914, £23,970,387.

I.—Authorized Capital £2,000,000
Subscribed Capital £2,500,000
Paid-up Capital £2,437,500
II.—Fire Funds: £5,837,047
III.—Life & Annuity Funds: £1,587,580
Sinking Fund Account: £123,230
£23,970,387

Revenue Fire Branch: £1,381,456
Life and Annuity: £1,141,583
Revenue Marine Department: £37,239
Other Receipts: £478,340
£2,339,238

TOTAL ACCUMULATED FUNDS OF THE VARIOUS BRANCHES ARE SEPARATELY INVESTED, and, by Act of Parliament, are set aside to meet the claims under the respective Departments of the Company's Business.

SHEWAN, TOMES & CO. Agents.

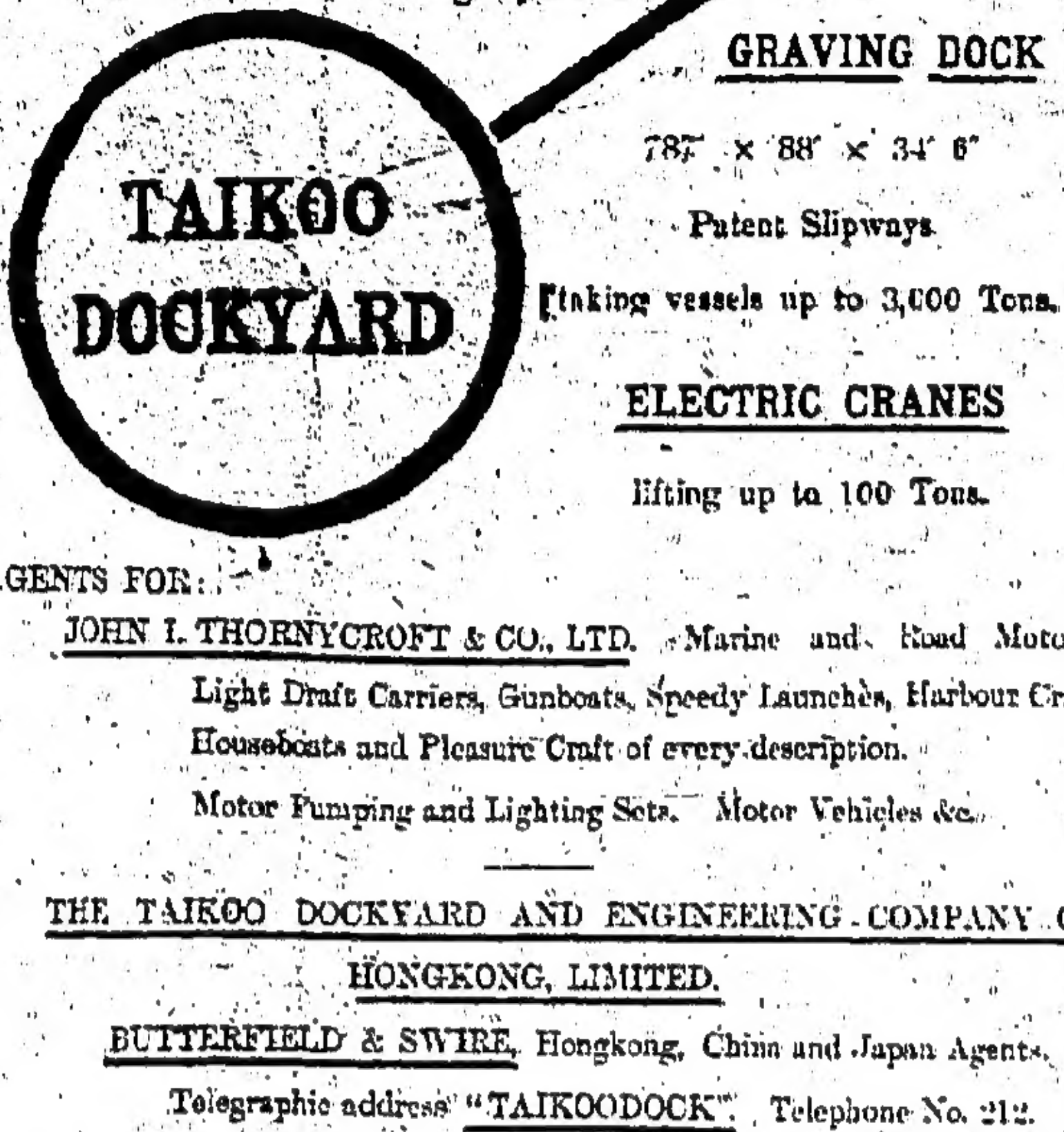
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HONGKONG-CANTON LINE.
HONGKONG TO CANTON. CANTON TO HONGKONG.
THURSDAY, 10th AUGUST.

8 A.M. 'HONAM' 5 A.M. 'HEUNGSHAN'
10 P.M. 'FATSHAN' 5 P.M. 'KINSHAN'

FRIDAY, 11th AUGUST.
8 A.M. 'HEUNGSHAN' 8 A.M. 'HONAM'
10 P.M. 'KINSHAN' 6 P.M. 'FATSHAN'

Single Fare by Night Steamer \$ 6.00
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S.S. 'TAISHAN' Tons 2006 | S.S. 'SUI TAI' Tons 1651
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Week days at 8 A.M. and 2 P.M. from the Company's Wing Lok Street Wharf.
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MACAO TO HONGKONG.
Week days at 7.30 A.M. and 2 P.M. Sunday's at 7.30 A.M. and 3 P.M.

EXCURSION TO MACAO.
SUNDAY, 13th AUGUST.
The Company's Steamship "TAISHAN" will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M. and return from Macao at 3 P.M.
N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf.

CANTON-MACAO LINE.
S.S. 'SUI TAI'.
Departures from Macao to Canton on Monday, Wednesday and Friday at 9 P.M.
Departures from Canton to Macao on Tuesday, Thursday and Saturday at 4.30 P.M.

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Estimates furnished on application.
WONG PING WA, Manager.
Hongkong, April 1, 1912.

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INTIMATIONS

TO-NIGHT
THE HUMPHREY BISHOP COMPANY.
(Assisted by Mr. DENMAN FULLER.)

A GRAND CONCERT
will be given in the Ball Room, Government House, at 9.30 p.m.

A portion of the net proceeds will be given to the Local War Charities Fund.

Booking at
Messrs. MOUTRIE & Co.
Seats \$2.50 each.
Hongkong, July 26, 1916. 859

THE HONGKONG HOTEL COMPANY, LIMITED

NOTICE.

THE ORDINARY HALF-YEARLY MEETING OF SHAREHOLDERS will be held at the Company's Hotel on SATURDAY, the 12th August, 1916, at noon for the purpose of receiving a statement of accounts of the Company to 30th June, 1916, with the Report of the Directors and to discuss any matter that may be competently brought before the Meeting.

The TRANSFER BOOKS of the Company will be CLOSED from 4th to 12th August, 1916, both days inclusive.

By Order of the Board,
J. H. TAGGART,
Acting Secretary.
Hongkong, Aug. 1, 1916. 878

NEW "REGAL" RECORD.

7289 Widcombe Fair (Richard of Taunton Dean)
7291 "The Tail Song" (from "Judy")
7292 "The Tail Song"
7293 "Our Own Dear Thing"
7294 "The Big Brass Band"
7295 "I Love the Girl in Ninon"
7313 McKenna's Singing Lesson (Mark Sheridan)
7314 Mother
7315 Casey on the Phone (Michael Casey)
7316 Casey's description of his fight

THE ANDERSON MUSIC CO., LTD.
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BRADLEY & CO., LTD.,
Agents COWIE Harbor Coal Company, Limited.
Hongkong, Dec. 2, 1915. 1027

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Hongkong, March 20, 1914.

INTIMATIONS

NOTICE.

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Hongkong, Aug. 9, 1916. 914

DOCTOR.

WANTED for the s.s. "Taiwan", to sail on or about 14th August, (for the voyage to Sydney) Return trip required.

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Hongkong, Aug. 9, 1916. 913

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Hongkong, Aug. 7, 1916. 906

HONGKONG STOCK EXCHANGE.

NOTICE.

IT IS HEREBY NOTIFIED that the Hongkong Stock Exchange will be CLOSED on WEDNESDAYS at 2 p.m. until further notice.

By order of the Committee,
EDWARD M. RAYMOND,
Secretary.
Hongkong, Aug. 8, 1916. 908

DAIRY FARM NEWS.

NOTHING CAN EXCEL OUR DAISY BRAND BUTTER.

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THE DAIRY FARM CO. LTD.

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They are made from the finest quality Virginia Tobacco, and are sold in two strengths Mild and Medium.

THE CIGARETTE FOR THE CONNOISSEUR

SOLD BY ALL LEADING TOBACCONISTS



THE BATTLE OF JUTLAND.
ADMIRAL JELlicoe's REPORT.

The British Admiralty issued on the 6th July the following despatch, received from Admiral Sir John Jellicoe, Commander-in-Chief of the Grand Fleet, reporting the action in the North Sea on May 31st.

Ion Dux, June 24, 1916.

Sir,—Be pleased to inform the Lords Commissioners of the Admiralty that the German High Sea Fleet was brought to action on May 31, 1916, to the westward of the Jutland Bank, off the coast of Denmark.

The ships of the Grand Fleet, in pursuance of the general policy of periodical sweeps through the North Sea, had left its bases on the previous day, in accordance with instructions issued by me.

In the early afternoon of Wednesday, May 31, the 1st and 2nd Battle Cruiser Squadrons, 1st, 2nd and 3rd Light Cruiser Squadrons and destroyers from the 1st, 6th, 10th and 12th Flotillas, supported by the 5th Battle Squadron, were, in accordance with my directions, scouting to the southward of the Battle Fleet, which was accompanied by the 3rd Battle Cruiser Squadron, 1st and 2nd Cruiser Squadrons, 4th Light Cruiser Squadron, 4th, 11th and 12th Flotillas.

The junction of the Battle Fleet with the scouting force, after the enemy had been sighted was delayed owing to the southerly course steered by our advanced force, during the first hour after commencing their action with the enemy battle cruisers. This was, of course, unavoidable, as had our battle cruisers not followed the enemy to the southward the main fleets would never have been in contact.

ENEMY SIGHTED.

The battle Cruiser Fleet, gallantly led by Vice-Admiral Sir David Beatty, R.N., M.V.O., D.S.O., and admirably supported by the ships of the Fifth Battle Squadron under Rear-Admiral Hugh Evan Thomas, M.V.O., fought an action under, at times, disadvantageous conditions, especially in regard to light, in a manner that was in keeping with the best traditions of the service.

The following extracts from the report of Sir David Beatty give the course of events before the Battle Fleet came upon the scene:—

"At 2.20 p.m. reports were received from Galathea (Commodore Edwin S. Alexander-Sinclair, M.V.O., A.D.C.), indicating the presence of enemy vessels. The direction of advance was immediately altered to S.E., the course for Horn Reef, so as to place my force between the enemy and his base.

"At 2.35 p.m. a considerable amount of smoke was sighted to the eastward. This made it clear that the enemy was to the northward and eastward, and that it would be impossible for him to round the Horn Reef without being brought to action. Course was accordingly altered to north-eastward, and subsequently to north-eastward, the enemy being sighted at 3.01 p.m. Their force consisted of five battle cruisers.

"After the first report of the enemy, the 1st and 2nd Light Cruiser Squadrons changed their direction, and without waiting for orders, spread to the east, thereby forming a screen in advance of the Battle Cruiser Squadrons and 5th Battle Squadron by the time we had hauled up in the course of approach. They engaged enemy light cruisers at long range.

"In the meantime the 2nd Light Cruiser Squadron had come in at high speed, and was able to take station ahead of the battle cruisers by the time we turned to S.E. the course on which we first engaged the enemy. In this respect the work of the Light Cruiser Squadrons was excellent; and of great value.

SEAPLANE'S GOOD WORK.

From a report from Galathea at 3.25 p.m. it was evident that the enemy force was considerable; and not merely an isolated unit of light cruisers, so at 2.45 p.m. I ordered Engadine (Lieut. Commander C. G. Robinson) to send up a seaplane and scout to N.N.E.

"This order was carried out very quickly, and by 3.8 p.m. a seaplane, with Flight-Lieut. F. J. Rutland, R.N., as pilot, and Assistant Paymaster G. S. Trevel, R.N., as observer, was well under way; her first reports of the enemy were received in Engadine about 3.30 p.m.

"Owing to clouds it was necessary to fly very low, and in order to identify four enemy light cruisers the seaplane had to fly at a height of 900 feet within 3,000 yards of them, the light cruisers opening fire on her with every gun that would bear.

"This in no way interfered with the clarity of their reports, and both Flight-Lieutenant Rutland and Assistant Paymaster Trevel are to be congratulated on their achievement, which indicates that seaplanes under such circumstances are of distinct value.

"At 3.30 p.m. I increased speed to 23 knots, and formed line of battle, the 2nd Battle Cruiser Squadron forming astern of the 1st Battle Cruiser Squadron, with destroyers of the 11th and 9th Flotillas taking station ahead.

"I turned to S.E., slightly converging on the enemy, who were now at a range of 23,000 yards, and formed the ships on a line of bearing to clear the smoke.

"The 5th Battle Squadron, who had conformed to our movement, were now bearing N.N.W., 10,000 yards. The visibility at this time was good, the sun behind us and the wind S.E. Being between the enemy and his base, our situation was both tactically and strategically good.

ACTION COMMENCES.

"At 3.45 p.m. the action commenced at a range of 19,500 yards. Both forces opening fire practically simultaneously. Course was altered to the southward, and subsequently the main direction was S.E., the enemy steering a parallel course distant about 18,000 to 14,500 yards.

"At 4.8 p.m. the 5th Battle Squadron came into action and opened fire at a range of 20,000 yards. The enemy's fire now seemed to slacken. The destroyer Landrail (Lieutenant-Commander Francis E. H. O. Hobart), of 6th Flotilla, who was on our port beam, trying to take station ahead, sighted the periscope of a submarine on her port quarter.

"Though causing considerable inconvenience from smoke, the presence of Lydiard (Commander Malcolm L. Goldsmith) and Landrail undoubtedly preserved the battle cruisers from closer submarine attack. Nottingham (Captain Charles D. Miller) also reported a submarine on the starboard beam.

"Eight destroyers of the 12th Flotilla, under (Commander the Hon. Edward B. S. Bingham) Norman (Lieut. Commander Paul Whitfield), Nicator (Lieut. Jack E. A. Montagu), Narborough (Lieut. Commander Geoffrey Corbett), Pelican (Lieut. Commander Kenneth A. Beattie), Petard (Lieut. Commander Evelyn C. O. Thomson), Odorous (Lieut. Commander Cecil H. E. Bagg), Nerissa (Lieut. Commander Montague C. B. Legge), with Mooroon (Commander John G. Hood),

(Continued on page 3.)

INTIMATIONS

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At the first symptom of eye strain you should consult us. We test eyes scientifically and fit glasses to individual requirements.

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DOCK NO. 1	100	10	10	10
DOCK NO. 2	100	10	10	10
DOCK NO. 3	100	10	10	10
DOCK NO. 4	100	10	10	10
DOCK NO. 5	100	10	10	10
DOCK NO. 6	100	10	10	10
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THE BATTLE OF JUTLAND.

(Continued from page 4)

son, and Morris (Lieut. Commander Edward S. Graham), of 10th Flotilla, Turbulent (Lieut. Commander Dudley Stuart), and Tarmagant (Lieut. Commander Cuthbert P. Blake), of the 9th Flotilla, having been ordered to attack the enemy with torpedoes when opportunity offered, moved out at 4.15 p.m., simultaneously with a similar movement on the part of the enemy destroyers.

TWO ENEMY SHIPS SUNK.

The attack was carried out in the most gallant manner, and with great determination. Before arriving at a favourable position to fire torpedoes, they intercepted an enemy force consisting of a light cruiser and destroyers.

A fierce engagement ensued at close quarters, with the result that the enemy were forced to retire on their battle cruisers, having lost two destroyers sunk, and having their torpedo attack frustrated.

Our destroyers sustained no loss in this engagement, but their attack on the enemy battle cruisers was rendered less effective, owing to some of the destroyers having dropped astern during the fight. Their position was therefore unfavourable for torpedo attack.

Nestor, Nomad and Nicator, gallantly led by Commander the Hon. Edward B. S. Dinham, of Nestor, pressed home their attack on the battle-cruisers and fired two torpedoes at them, being subjected to a heavy fire from the enemy's secondary armament. Nomad was badly hit, and apparently remained stopped between the lines.

Subsequently Nestor and Nicator altered course to the S.E., and in a short time, the opposing battle cruisers having turned 16 points, found themselves within close range of a number of enemy battle-ships.

Nothing daunted, though under a terrific fire, they stood on, and their position being favourable, for torpedo attack fired a torpedo at the second ship of the enemy line at a range of 8,000 yards. Before they could fire their fourth torpedo, Nestor was badly hit and swung to starboard, Nicator altering course inside her to avoid collision, and thereby being prevented from firing the last torpedo. Nicator made good her escape, and subsequently rejoined the Captain (D), 10th Flotilla. Nestor remained stopped, but was again when last seen. Moreover also carried out an attack on the enemy's battle fleet.

Petard, Nerissa, Turbulent, and Tarmagant also pressed home their attack on the enemy battle cruisers, firing torpedoes after the engagement with enemy destroyers. Petard reports that all her torpedoes must have crossed the enemy's line, while Nerissa states that one torpedo appeared to strike the rear ship.

These destroyer attacks were indicative of the spirit pervading His Majesty's Navy, and were worthy of its highest traditions.

I propose to bring to your notice a recommendation of Commander Bingham and other officers for some recognition of their conspicuous gallantry.

From 4.15 to 4.43 p.m. the conflict between the opposing battle cruisers was of a very fierce and resolute character. The 5th Battle Squadron was engaged the enemy's rear ships, unfortunately at very long range. Our fire began to tell, the accuracy and rapidity of that of the enemy depreciating considerably.

At 4.18 p.m. the third enemy ship was seen to be on fire. The visibility to the north-eastward had become considerably reduced, and the outline of the ships very indistinct.

At 4.28 p.m. Southampton (Commander William E. Goodenough, M.V.O., A.D.C.) reports the enemy's Battle Fleet ahead. The destroyers were recalled, and at 4.42 p.m. the enemy's Battle Fleet was sighted S.E. Course was altered 16 points in succession to starboard, and I proceeded on a northerly course to lead them towards the Battle Fleet.

The enemy battle cruisers altered course shortly afterwards, and the action continued. Southampton, with the 2nd Light Cruiser Squadron, held on to the southward to observe. They closed to within 18,000 yards of the enemy Battle Fleet, and came under a very heavy but ineffective fire. Southampton's reports were most valuable.

SEVERE PUNISHMENT.

The 5th Battle Squadron were now closing on an opposite course, and engaging the enemy battle-cruisers with all guns. The position of the enemy Battle Fleet was communicated to them, and I ordered them to alter course 16 points. Led by Rear-Admiral Fyfe (Thomas), in Barham (Captain Arthur W. Craig), this squadron supported brilliantly and effectively.

At 4.57 p.m. the 5th Battle Squadron turned up astern of me and came under the fire of the leading ships of the enemy Battle Fleet. Fearless (Captain D) Charles D. Boppe), with the Destroyers of 11 Flotilla, joined the battle cruisers, and when speed admitted, took station ahead. Champion (Captain D) James U. Fyfe), with 18th Flotilla, took station on the 5th Battle Squadron.

At 5 p.m. the 1st and 2nd Light Cruiser Squadrons, which had been following me on the southerly course, took station on my starboard bow. The 2nd Light Cruiser Squadron took station on my port bow.

The weather conditions were most favourable, and the visibility was almost perfect. The position of the enemy's Battle Fleet, could not be determined.

while the enemy were for the most part obscured by mist, only showing up clearly at intervals. These conditions prevailed until we had turned their van at about 6 p.m. Between 5 and 6 p.m., the action continued on a northerly course, the range being about 14,000 yards.

During this time the enemy received very severe punishment, and one of their battle cruisers quit the line in a considerably damaged condition. This came under my personal observation, and was corroborated by Princess Royal (Captain Walter H. Gowan, M.V.O., D.S.O.) and Tiger (Captain Henry B. Pelly, M.V.O.). Other enemy ships also showed signs of increasing injury.

GERMAN SHIP ON FIRE.

At 5.5 p.m. Onslow (Lieut. Commander John O. Tovey) and Moreby (Lieut. Commander Roger V. Alison), who had been detached to assist Engadine with the asplane, rejoined the battle cruiser squadrons and took station on the starboard (engaged) bow of Lion (Captain Alfred E. H. Chatfield, C.V.O.). At 5.10 p.m. Moreby, being two points before the beam of the leading enemy ship, fired a torpedo at a ship in their line.

Eight minutes later she observed a hit with a torpedo on what was judged to be the sixth ship in the line. Moreby then passed between the lines to clear the range of smoke, and rejoined Champion. In corroboration of this, Fearless reports having seen an enemy heavy ship heavily on fire about 5.10 p.m., and shortly afterwards a huge cloud of smoke and steam.

At 5.35 p.m. our course was N.N.E. and the estimated position of the battle fleet was N. 18 W., so we gradually hauled to the north-eastward, keeping the range of the enemy at 14,000 yards. He was gradually hauling to the eastward, receiving severe punishment at the head of his line, and probably acting on information received from his light cruisers, which had sighted and were engaged with the Third Battle-cruiser Squadron. Possibly Zepplines were present also.

At 5.50 p.m. British cruiser were sighted on the port bow and at 5.55 p.m. the leading battle-ships of the Battle Fleet, bearing north five miles. I thereupon altered course to east, and proceeded at utmost speed. This brought the range of the enemy down to 12,000 yards. I made a report to you that the enemy battle-cruisers bore south-east. At this time only three of the enemy battle-cruisers were visible closely followed by battle-ships of the Koenig class.

ONSLAWS PLUCKY ACT.

At about 6.5 p.m. Onslow, being on the engaged bow of Lion, sighted an enemy light cruiser at a distance of 6,000 yards from us, apparently endeavouring to attack with torpedoes. Onslow at once closed, and engaged her, firing 58 rounds at a range of from 4,000 to 2,000 yards, scoring a number of hits. Onslow then closed with the enemy battle-cruisers, and orders were given for all torpedoes to be fired. At this moment she was struck amidships by a heavy shell, with the result that only one torpedo was fired.

Thinking that all his torpedoes had gone, the Commanding Officer proceeded to retire at slow speed. Being informed that he still had three torpedoes, he closed with the light-cruiser previously engaged and torpedoed her. The enemy's Battle Fleet was then sighted, and the remaining torpedoes were fired at them, and must have crossed the enemy's track. Damage then caused Onslow to stop.

At 7.15 p.m. Defender (Lieutenant-Commander Lawrence H. Palmer), whose speed had been reduced to 10 knots, while on the disengaged side of the battle-cruisers, by a shell which damaged her foremost boiler, closed with Onslow and took her in tow. Shells were falling all round them during this operation, which, however, was successfully accomplished.

During the heavy weather of the ensuing night the tow parted twice, but was re-secured. The two struggled on together until 1 p.m., June 1, when Onslow was transferred to tug. I consider the performances of these two destroyers to be gallant in the extreme, and I am recommending, Lieutenant-Commander J. C. Tovey, of Onslow, and Lieutenant-Commander L. H. Palmer, of Defender, for special recognition. Onslow was possibly the destroyer referred to by the Rear-Admiral Commanding 3rd Light Cruiser Squadron as follows:—

Here I should like to bring to your notice the action of a destroyer (name unknown) which we passed close in a disabled condition soon after 6 p.m. She apparently was able to struggle ahead again, and made straight for the Destroyer to attack her.

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WATERBURY'S METABOLIZED COD LIVER OIL COMPOUND

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Most people who are troubled with flatulence eat more meat than is good for them. Flatulence is wind on the stomach. Excessive meat eating is a defective force is responsible in most cases.

Caring down the amount of meat in your diet and taking a course of treatment with Dr. Williams' pink pills to strengthen the weak nerves that control the digestive processes is well worth trying if you have wind on the stomach, or a feeling of fullness, or a feeling of weakness in the stomach and palpitation of the heart. Dr. Williams' pink pills are recommended for thin blood and weak nerves, whatever the cause, and they are equally good for the delicate, bloodless girl and the weak, nervous man or woman of forty.

Send to-day to the address below for the diet book "What to eat and How to Eat." It gives information regarding the tonic treatment for many forms of stomach trouble. There cannot be perfect digestion without a sufficient supply of red blood, and there is nothing better than Dr. Williams' pink pills for pale people to enrich the blood and tune up the stomach.

Your doctor can supply them, so begin without delay, but make sure to ask for Dr. Williams' so avoiding substitutes. Also obtainable from Dr. Williams' Medicine Co., 90 St. John Street, Shanghai, one bottle \$1.50, 6 bottles \$8.00, post free.

BACK TO BATTLE FLEET.

On receipt of the information that the enemy had been sighted, the British Battle Fleet, with its accompanying cruiser and destroyer force, proceeded at full speed on a S.E. by S. course to close the Battle-cruiser Fleet.

During the two hours that elapsed before the arrival of the Battle Fleet on the scene the steaming qualities of the older battle-ships were severely tested. Great credit is due to the engine-room departments, for the manner in which they, as always, responded to the call, the whole Fleet maintaining a speed in excess of the trial speeds of some of the older vessels.

The Third Battle-cruiser Squadron, commanded by Rear-Admiral the Hon. Horace L. A. Hood, C.D., M.V.O., D.S.O., which was in advance of the Battle Fleet, was ordered to reinforce Sir David Beatty. At 5.00 p.m. this squadron observed flashes of gunfire, and heard the sound of guns to the south-westward. Rear-Admiral Hood sent the Chester (Captain Robert N. Lawson) to investigate, and this ship engaged three or four enemy light-cruisers at about 5.45 p.m.

The engagement lasted for about 20 minutes, during which period Captain Lawson landed his vessel with great skill against heavy odds, and, although the ship suffered considerably in casualties, her fighting and steaming qualities were unimpaired, and at about 6.5 p.m. she rejoined the Third Battle-cruiser Squadron.

The Third Battle-cruiser Squadron had turned to the north-westward, and at 6.10 p.m. sighted our battle-cruisers, the squadron taking station ahead of the Lion at 8.21 p.m. in accordance with the orders of the Vice-Admiral Commanding Battle-cruiser Fleet. He reports as follows:—

"I ordered them to take station ahead, which was carried out magnificently. Rear-Admiral Hood bringing his squadron into action ahead in a most inspiring manner, worthy of his great naval ancestors. At 6.25 p.m. I altered course to the E.S.E. in support of the Third Battle-cruiser Squadron, who were at this time only 8,000 yards from the enemy's leading ship.

They were pouring a hot fire into her and caused her to turn to the westward of south. At the same time I made a report to you of the bearing and distance of the enemy battle-fleet.

POOR VISIBILITY.

By 6.30 p.m. the battle-cruisers were clear of our leading battle squadron bearing about N.N.W. 3 miles, and I ordered the Third Battle-cruiser Squadron to prolong the line astern and reduced to 18 knots. The visibility at the time was very indifferent, not more than four miles, and the enemy ships were temporarily lost sight of.

It is noteworthy to note that after 6 p.m. although the visibility became reduced, it was undoubtedly more favourable to us than to the enemy.

At intervals their ships showed up clearly, enabling us to punish them very severely and effectively. A definite superiority over them, from the report of other ships and my own observation, it was clear that the enemy suffered considerable damage, battle-cruisers and battle-ships alike.

The head of their line was crumpled up leaving a definite gap. Before leaving us the 11th Battle Squadron was also engaged battle-ships. The report of Rear-Admiral Fyfe (Thomas) shows that excellent results were obtained. The 11th Battle Squadron, which was a magnificent squadron, wrought great execution.

From the report of Rear-Admiral Fyfe (Thomas), M.V.O., the Third Light Cruiser Squadron, which had maintained its station on our starboard bow, was ordered to alter course 16 points, and was engaged with the enemy battle-cruisers. Captain John D. Edwards and Yarmouth (Captain Thomas D. Pratt) both fired torpedoes at the leading enemy battle-cruiser. It is believed that the torpedo hit as a heavy under-water explosion was observed.

The Third Light Cruiser Squadron then gallantly attacked the heavy ship with gunfire, with impunity to themselves, thereby demonstrating their fighting efficiency. The enemy had been seriously injured.

Rear-Admiral Fyfe deserves great credit for his determined and effective attack. Indomitable (Captain Francis W. Kennedy) reports that about 6.30 p.m. the enemy's line fell out of the enemy's line.

Meanwhile, at 6.45 p.m. the report of guns had become audible to me, and at 6.50 p.m. flashes were visible from ahead round the foremost battle-cruiser. Although the position of the enemy's Battle Fleet, could not be determined, the

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ARE NOT THE CHEAPEST
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Old White, Very Old Tawny,
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take a glass of Sanaphos on rising, at mid-morning, mid-afternoon, and on going to bed.

You will feel distinctly the beginning of the undeniable benefit that Sanaphos gives you.

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Any time when you can't sleep, when you wake up tired, when you can't think, when you feel exhausted, when your nervous physical health is deranged, when you are nervous, and when you are tired, you will be convinced at once.

Sanaphos is not a drug, it is a tonic, which only makes matters worse. It is not a stimulant, not a drug, it is simply an exciting force, which almost instantly begins to give new strength to your nerves and to your body.

Sanaphos and Soda" as a beverage in hot weather, in summer, and in winter. It gives great energy, without heating and without causing digestion. It is a tonic, which only makes matters worse. It is not a stimulant, not a drug, it is simply an exciting force, which almost instantly begins to give new strength to your nerves and to your

THE WAR.

LATEST TELEGRAMS.

(Reuter's Service to the China Mail.)

THE ITALIAN OFFENSIVE.

WONDERFUL WORK.

LONDON, Aug. 9. The Italian offensive had been carefully prepared for weeks and the Italians captured at one stroke positions such as Sabotino, Podgora, San Michele and Oslava, which have been contested for a year.

The Austrians were completely surprised.

The summit of Sabotino, 2,000 feet, dominates the Gorizia. The southern slopes of the mountain are honeycombed with caverns drilled in the rock by the Italians for months past, each cavern containing a company of infantry. Moreover a tunnel 850 feet long was secretly bored to within 90 feet of the Austrian trenches.

Eight hundred men in the tunnel opened the attack, supported by men pouring out of the caverns. Patches of scrubby undergrowth had been previously fired in order to deprive Austrian snipers of cover.

The Italians crept through a low-lying "pall" of black smoke and carried three lines of trenches in twenty minutes and a redoubt at the summit in an hour, and then swept down the slopes to the Lienz, collecting prisoners in droves.

THE BRITISH FRONT.

LONDON, Aug. 9. General Sir Douglas Haig reports: There is no change at Guillemont. North of Pozieres we further advanced by bombing. The enemy heavily bombarded our trenches in the Ypres salient between Belleward Lake and the Yser Canal for two hours, discharging gas on a broad front, but the effect of this was small. Some partial enemy attacks were unable to enter our trenches.

THE FRENCH FRONT.

STRENUOUS FIGHTING NEAR YERDUN.

PARIS, Aug. 9. A communiqué states: After the failure of numerous attacks the enemy regained a footing in Thiaumont work.

Violent enemy counter-attacks north of Hem Wood were repulsed with heavy losses, but they succeeded in re-occupying a trench. Most of this trench, however, was soon recovered.

We are on the immediate outskirts of Thiaumont work which we are energetically bombarding. We progressed at Fleury by means of grenades.

An enemy attack on Vaux Wood was repulsed.

The enemy heavily bombarded our new positions between Hem Wood and the river.

An enemy attack penetrated our positions between Lihons and Chaulnes railway but they were immediately driven out with the bayonet.

AERIAL ACTIVITY.

An enemy aeroplane was destroyed at Lunville, and six were driven down in the Somme region.

A French aeroplane crossed the Voges to the Black Forest in the darkness and bombed a powder factory at Bothwell, causing great fires and explosions.

Our air squadrons bombed several railway stations.

GERMANS SEIZE DANISH STEAMER.

LONDON, Aug. 9. The Danish steamer *Ydan* has been seized by German torpedo-boats in the Kattegat and taken to Swinemünde.

FEETHING CHILDREN.

FEETHING children have, more or less diarrhoea, which can be controlled by giving Chamberlain's Colic, Cholera and Diarrhoea Remedy. All that is necessary is to give the prescribed dose after each operation of the bowels more than natural and then castor oil to cleanse the system. It is safe and sure. Even the most severe and dangerous cases are quickly cured by it. For sale by all Chemists and Storekeepers.

EARLIER TELEGRAMS.

THE RUSSIAN VICTORIES.

110 SQUARE MILES CAPTURED.

PETROGRAD, Aug. 9. A communiqué states:— We are pursuing the enemy south of the Dnieper. The Russians stormed the town of Nizhny and six villages. The enemy blew up the bridges and magazines.

Altogether the Russians have captured 110 square miles of territory.

PORTUGAL TO HELP IN THE WAR.

LONDON, Aug. 9. Amid cheers for Britain and the Allies an extraordinary sitting of the Portuguese Congress resolved to accept the British invitation to participate in the war in Europe.

ITALY'S SUCCESSFUL OFFENSIVE.

POPULAR REJOICINGS.

LONDON, Aug. 9. There are great rejoicings in Italy at the success of the Italian offensive, which began on the 4th inst. There was a terrific bombardment on the whole front, pulverising the rocks and disintegrating the Austrian defences into the ruins below.

The Bersaglieri opened the infantry attack, climbing the rocks and precipices, and capturing the first and second lines. The enemy fled panic-stricken.

The fighting was fiercest in the Gorizia and Montebelluna sectors, where the Hungarians and Croats refused to surrender, and were surrounded. The attack is progressing on a front of sixty-two miles.

Simultaneously Italian warships are shelling the coast on the Austrians left.

THE OPERATIONS IN EGYPT.

PURSUIT OF THE ENEMY.

LONDON, Aug. 9. General Murray reports that the pursuit of the enemy in the Katia district continues.

The Turkish rearguard has been pressed back northward and westward, while southward a dashing attack by the Imperial Camel Corps drove them out from their entrenchments.

We have captured more prisoners. The enemy's rearguard has now retired to a line north and south of Birelaba, fifteen miles east of Katia.

TURKS SUFFER FROM THIRST.

CAIRO, Aug. 9. Reuter's Correspondent reports that the Turks advanced at Romani in massed formation, at some points calling out in English for the Australians to surrender.

They were met with a devastating machine-gun fire. It is stated that the Turks suffered so terribly from thirst that they killed their camels and drank the blood.

KING CONGRATULATES GENERAL MURRAY.

CAIRO, Aug. 9. His Majesty the King has telegraphed General Murray his appreciation of the brilliant success achieved by the troops in the hot season and in desert country.

BATTLE OF THE MEUSE.

PARIS, Aug. 9. A communiqué states:— On the right of the Meuse the battle was continued. It was fiercest on the whole of the Thiaumont-Fleury front.

The French, with remarkable tenacity, withstood and repulsed the enemy, who are endeavouring to recapture the ground north, west and south of Thiaumont.

Then, the French, attacking, reoccupied all the portions of the trench in which the enemy had gained a footing, and re-entered the Thiaumont work.

The French captured two lines of trenches on the Yaux-Chapitre-Le Chenoy front, and took 200 prisoners.

THE BATTLE OF THE SOMME.

PARIS, Aug. 9. A communiqué states:— We increased our gains north of the Somme, capturing a fortified wood and trench north of Hem Wood, all of which we hold.

Altogether we have captured north of the Somme a whole line of German trenches on a front of six kilometres to a depth of from 300 to 500 metres.

Strong enemy detachments attacked north-west of Tahnur, Champagne, yesterday, and were dispersed by our shell-fire.

ZEPPELIN RAID GREAT BRITAIN.

LONDON, Aug. 9. It is officially announced that hostile airships crossed the East Coast early this morning.

Another airship is reported to have visited the South-East coast of Scotland and bombed various localities.

So far three women and a child have been reported killed and fourteen injured.

No damage of any military importance was inflicted.

Anti-aircraft guns drove off the raiders at several places.

COCAINE SMUGGLING.

LONDON, Aug. 9. In the House of Commons, Mr. Chamberlain stated that the illicit traffic in cocaine was causing the Raj and himself grave anxiety. The drug would be smuggled, and ways for defeating it could best be conceived by regulations.

CROWN COLONIES AND IMPERIAL CONFERENCE.

LONDON, Aug. 9. In the House of Commons, Mr. Bonar Law expressed the opinion that it would be impracticable that Crown Colonies should be given an individual opportunity for expressing their views on the Imperial Conference resolutions at the forthcoming Imperial Conference.

SIR REGINALD POLE-CAREW RETIRES.

LONDON, Aug. 9. Lieut-General Sir Reginald Pole-Carew, Unionist M.P. for the Bodmin Division of Cornwall, is retiring from Parliament owing to ill-health.

A GOLFING POST.

There are poets among the golfers of Koba. The Koba Golf Club recently had a "Tomtome" Competition. Each competitor played a certain number of strokes according to his handicap and played a tomstone with an epithet when he had completed his allotted number. There were 20 entries, Mr. J. P. Arthur proving the winner, having completed the 18th hole with a stroke in hand.

The Ladies Committee of the Golf Club kindly presented a prize for the best epitaph. Of some twenty epitaphs written, Mr. O. White was adjudged the winner with the following lines:—

Tread lightly, somewhere near.
I laid her dead,
I pray she did not hear.
The things I said
Lifted her hand, full heavily doth press.
On many a hapless night;
My trouble is, I cannot but confess,
My handicap's too slight.

THE CHINA MAIL S.S. CO.

THE "CHINA" AS A PASSENGER SHIP.

The China Mail Steamship Co., Ltd. in pursuance of its progressive policy of doing everything possible to make the service on board the "China" second to none on the Pacific, has completed arrangements for the installation of a trained Filipino Orchestra on board the vessel for the sole purpose of providing amusement and entertainment to the passengers on the voyage over. The China Mail Steamship Co. is, therefore, the only Company operating to United States ports which provides such diversion for its passengers and the innovation will, no doubt, be very greatly appreciated by the Company's ever-increasing circle of satisfied clients.

Another instance of the desire of this new Line to cater to the comfort of travellers is apparent in the establishment of a fully equipped Barber Shop on board in charge of an experienced Barber, who is prepared to devote himself exclusively to the service of the passengers.

The constant studying of the welfare of the travelling public augurs well for the future of the new Line and taken in conjunction with the high standards of service and cuisine readily explains why the s.s. "China" is regularly leaving port booked to her utmost capacity in all classes.

PLAGUE RESEARCH IN MANCHURIA.

For some time past Dr. Wu Lien-teh and Mr. Fred Eberson, of Columbia University, who was recently appointed bacteriologist to Dr. Christie's Hospital, Mukden, have been conducting plague investigations which have led to important discoveries. It will be remembered that in 1911 Manchuria was swept by pneumonic plague, a disease of the most virulent character, carried and spread by marmots. Since then the disease has been thoroughly studied and kept in check, mainly by Dr. Wu Lien-teh's ceaseless watchfulness. Recent investigations have been carried out on the following lines: (1) the isolation of flies and other insects carried by marmots; (2) possibility of infection by inhalation amongst them; (3) conveyance of pneumonic plague from infected to healthy marmots and (4) the possibility of plague transmission amongst marmots by the alimentary canal. In respect of (1) it has been ascertained that, while flies are rare, ticks are exceedingly common, whence arises the question of transmission of plague by the agency of ticks in addition to flies. In respect of (2), it has been determined conclusively that marmots take pneumonic plague easily through their air passages. As regards (3) it has been proved that, like man, "contact" contract pneumonic plague easily from their sick fellows, whether they stay together or are separated by an iron gauge screen (to avoid agency of flies), while as regards (4) it has been found that marmots contract plague after having fed on plague organs, a discovery which contradicts the results of experiments made in Mukden five years ago. It is obvious that these discoveries are considerably to existing knowledge of this disease, and Dr. Wu Lien-teh and Mr. Eberson are to be heartily congratulated on their work. N. C. Daily News.

JAPAN'S FOREIGN TRADE SHIFTING TO KOBE.

That the foreign trade in Japan is gradually shifting from Yokohama to Kobe is shown by the returns of foreign trade at the two cities during the first six months of the year. The total amount of exports and imports in Yokohama the first half of this year was 299,411,000 yen; exports, 200,348,000 yen and imports, 99,063,000 yen, with a balance of 101,295,000 yen in favour of exports. There was an increase of 80,791,000 yen in exports and 25,676,000 yen in imports over the corresponding period last year.

The total amount of foreign trade in Kobe during the first half of 1916 was 340,639,000 yen; exports being 143,456,000 yen and imports 197,183,000 yen. Compared with the foreign trade in Yokohama there was an increase of 41,228,000 yen.

This difference will be greatly increased by the end of this year. In 1915, the foreign trade in Kobe exceeded Yokohama's by 1,248,000 yen, which was increased to 21,609,000 yen last year. Should Kobe continue this progress, Yokohama will be made the secondary port in Japan. Japan Advertiser.

THE DEMAND FOR DIAMONDS.

The war has affected the cost of most things, and now your diamonds will cost you more," remarks a London paper, the reason being that the demand exceeds the supply. The curtailment of the supply is due to a lack of labour, the increase in the demand to an increase in popularity. Ordinarily, notes are as good as gold in wartime, they are apt to be valued at their proper worth, and an acknowledgment of a debt, and in the Central Empire they are beginning to realise the difference between acknowledging and settling. Hence, the value of diamonds has risen, and diamonds which as investments they pay nothing but have a daily steady intrinsic value.

WOMEN AND ECONOMY IN DRESS.

HOW AND WHY IT IS NOT PRACTISED.

The National War Savings Committee issued an appeal to women to avoid extravagance in dress. It was urged that both the materials used for garments and the labour employed in the fashioning of them are needed for other and more important purposes, and that any unnecessary demands on the one or the other may seriously impede the conduct of the war.

There is every evidence to show that in Manchester at any rate very little dress economy has been practised by women since the outbreak of war. Nor does it seem probable that this new appeal will have much effect. Most people are trying to lower their expenditure in some way, but in most cases this has taken the form of cutting down food bills, fewer entertainments, cheaper holidays, and so forth, while the amount of money spent on clothes remains the same. For such luxuries as jewellery, real lace, and elaborate evening gowns there is practically no market, but women's outitters in Manchester report that in nearly every branch of their business trade has never been better than at the moment. There is, for instance, an almost unprecedented demand for expensive and fantastic footwear of various kinds, due to the short skirts now in vogue. Ready-made dresses are not being sold as freely as in previous days—mainly because there are not now many opportunities for the wearing of them—but several firms say that their customers are willing to give unusually high prices for tailor-made costumes and blouses of all kinds. The same is true of millinery.

Among women of the lower classes there is a similar extravagance. This sometimes takes a rather curious form. Large numbers of women with, say, a couple of pounds to spare, have not, as they are told they ought to do, bought Exchange bonds, but have invested small savings in winter coats. In Nelson, Burnley, and other Lancashire towns there are mills devoted to the manufacture of imitation skin and cheap coats, generally, and in several cases these have already had more orders for the coming autumn than they can carry out.

This disregard of the principles of dress economy in war time is due to a variety of causes, chief among them being the fact that the majority of women in the middle and lower classes have quite as much money to spend on personal adornment as in ordinary times, while many have considerably more. Hundreds of women and girls are for the first time in their lives earning their own dress allowances and experiencing the joy of being able to spend what they like without reference to any one else. Some have found that the dignity of their position necessitates a smart and perhaps expensive wardrobe, while those who are now filling men's places in banks and offices are realising that the daily journey to and from town plays sad havoc with out-of-door clothes.

The changes in fashions which have taken place in the last years are responsible for much of the unnecessary buying of clothes so prevalent just now. In the very early days of the war, when the cry was all for "business as usual," dressmakers in self-defence introduced very marked differences in fashions in order to prevent women from wearing their existing garments to the last degree of shabbiness and so throwing thousands of shop assistants, sempstresses and the like out of work. Now, when the whole outlook is changed and the dressmakers and milliners are wanted for work on the land or in auxiliary factories, women who have been spending money freely find it very hard to retrench.

Probably, too, the average woman does not quite understand how the renunciation of a coveted crepe-de-Chine blouse or tulle dress will help the nation to win the war. "Force a woman to economise in dress, and you take away half her fun," says a member of one of the great drapery houses in Manchester. This is putting the case rather strongly, but it is a fact that the majority of women will money to spend on their selves and it is very hard to resist the temptations offered by alluring shop windows. Each one is no doubt, prepared to sacrifice "half her fun" if she realises that she will be benefiting the country, but it is perhaps a pity that the National War Savings Committee did not explain in more detail how great that benefit would be.

An Unhygienic Mouth is a standing menace to health.

PYORRHOCIDE POWDER

promotes oral hygiene by correcting many conditions of an incipient pyorrhoeal nature. It is medicated with Dettol thus establishing its value in the treatment of soft, bleeding, spongy gums. PYORRHOCIDE retards the accumulation of salivary calculus, one of the principal causes of

PYORRHEA (Riggs' Disease)

Correct and prevent pyorrhoeal conditions by using PYORRHOCIDE regularly every day as a dentifrice. PYORRHOCIDE is a tooth and mouth cleanser of high efficiency and is soothing and healing to the oral tissue.

QUEEN'S DISPENSARY

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THE ONLY EXCLUSIVE ENGLISH TAILORS OF THE COLONY.

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A handy lad with a hammer can do it well. But we employ men who are expert to demonstrate the best way to use

"MALTHOID"

These men have learned from experience and will give you the benefit of their experience

FREE!

It will make a great difference in your roof!

CHEAP! "MALTHOID" LIGHT! BLEAK! WATERPROOF! SAFE! AND WINDPROOF!

Agents: BRIDLEY & Co., Ltd. HONGKONG.

AMERICAN METHODISM.

MOVEMENT TO UNITE NORTH AND SOUTH.

Following the action of the Methodist

of Canada and Australia in joining together, the two great branches of this denomination in the United States have taken the first steps toward union. The

Saratoga General Conference of the Northern branch voted to meet the wishes of the Methodist Episcopal Church, South, in their overtures toward union, and before another quadrennial gathering such as the one just closed it is expected that this will be effected.

Slavery and the ethics of slave-holding separated these two churches in 1844, as the Church papers point out, and the division followed the geographical line between the North and the South.

Bishop Andrew and thirteen delegates, it is said, in that year refused to submit to the ruling of the Church that slave-holding was not consistent with Episcopal dignity, and the separation followed.

The churches have, indeed, made tentative efforts for reconciliation since, seeing that soldiers and statesmen on the opposing sides have long since forgotten their differences. The St. Louis

"Christian Advocate" gives the number of Methodists, including the colored race, involved in the merger as 6,777,560 and adds that various unofficial communions which might be depended upon to develop an interest in denominational union would raise the number of our citizens directly interested in the recent conference was summed up in this statement:

We believe that the only relief from stagnation that is from both the Christian and economic standpoints is to be found in the uniting of the Southern and Southern branches of Methodism, which have despaired themselves to 75 per cent of our original population, and the South, Canada as Methodist churches.

CUNARD COMPANY INCREASES ITS CAPITAL.

A special meeting of the Cunard Steamship Company has been held at Liverpool to consider proposals to increase the capital of the company, £2,400,000 by the creation of one million Second Six per Cent Cumulative Preference shares of £1 each, and one million Ordinary shares of £1 each, and he could not state the exact price to be paid for the Commonweath and Dominion shares, as it was not in their interest that such details should be published. They were, however, not buying a great business at the inflated price of to-day, but entering into partnership with it, such a way that their new shareholders and the old shareholders would each take their fair share of whatever opportunities of profit the future might bring.

The attitude of the Commonweath and Dominion Line directors throughout the negotiations was the best augury for the future success of the enlarged Cunard Company, and Sir Alfred South, Mr. T. Boydell, seconded the resolution, which was unanimously approved.

To-day's Advertisements

NOTICE.

ON and after the 15th instant Mr. T. D. O'Neil will take charge of the Hongkong Office of the TOYO KIREN KAISEA.

(Sd.) K. DOL Agent.

Hongkong, Aug. 10, 1916.

ESTATE OF THE LATE THOMAS HENRY MARTIN.

(Deceased)

ALL Persons having claims against the above Estate are requested to forward such claims to the undersigned on or before THURSDAY, the 17th day of August, 1916, after which date no further claims will be recognized.

ALFRED J. MARTIN.

C/o The Accountants Office, HONGKONG.

Hongkong, Aug. 10, 1916.

(Continued on page 6)

